



TOKEN HUNTER



ANA

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Dedicated to the Collecting, Recording, and Preservation
of Tokens and Medals.

APRIL

Thanks to our newest N.U.T.S. member, Bob Campbell and his wife, Carol, our club had it's first successful dig of the year! We met at Bob's coin shop, Wally's Coin, and from there headed for an old Z.C.M.I. dump that Bob had heard about. Bob mapped out the area in which many Z.C.M.I. trade tokens had been found, along with hundreds of old metal charge cards, and we all "Dug In"! As I stood back and surveyed the scene, it brought to mind the movie, "It's A Mad, Mad, Mad, Mad, World", when everyone was digging for the buried treasure. I couldn't help smiling as I witnessed 17 adults and 3 children, all working furiously within a 15 X 15 foot area, hoeing, shoveling, sifting, and detecting. We all had a great time, and it proved to be a very worthwhile venture. Several valuable brass tokens were dug. Thanks, Bob for sharing this spot with us!

Our next scheduled dig will be at Kelton and Terrace, west of Promontory Point, over the Memorial Day Weekend. We welcome those who want to spend the weekend, or if you just come for the day, we'd love to see you.

Val Gass has graciously consented to be our speaker at the May 26th meeting. He's a great guy, and very knowledgeable, when it comes to metal detectors. If you have any questions about your White or Garrett machine, or you would like some answers as to which detector to buy, Val's the man to talk with.

Harry Campbell is a personal friend of George Thompson, and is trying to arrange a time for him to come and speak to our club about his recent book, "Some Dreams Die". I'm sure that if you have read this fascinating book, you are as excited as I am to meet the author and hear the stories first-hand!

Don't forget the Northern Utah Coin Show, to be held at the Holiday Inn, 33rd Street and Washington Blvd., Ogden, Utah, on April 22, 23, and 24th. See you There!!!

Linda

Bring a friend to our next meeting!!!





MARK THIS DATE ON YOUR CALENDAR:

THURSDAY, APRIL 28

This will be our next meeting of the National Utah Token Society, held every 4th Thursday of the month at the Redwood Multi-purpose Center at 7:15 p.m.

GOLD HILL will be spotlighted in a film presented by the B.L.M. and obtained by Phil Lavergna, who's daughter works for the Bureau of Land Management. Plan to attend and I'm sure you'll receive some new insite on an exciting mining town of yesteryear!!

We were all saddened by the news that Bob and Carol Campbell lost their baby daughter. May we extend our love and friendship to both of you.

Gaylen Rust recently located an unlisted Redtop Bar, and a co-op token, Oscar DeMille, from Rockville, Utah, located near Grafton.

At our last meeting, Bruce Robinson purchased a Commercial Billiards piece from Bob Campbell. He believes the token to be from Price, Utah.

Harold Franke made some exciting purchases recently. Bob Campbell, of Wally's Coin Shop, obtained two saloon tokens, Wasatch Saloon, Heber City, and Log Cabin Saloon, Lehi, and Harold just happened to luck-out and get to Bob before anyone else!!

Randy Meiser obtained an unlisted Oriental Cigar Store a couple of weeks ago.

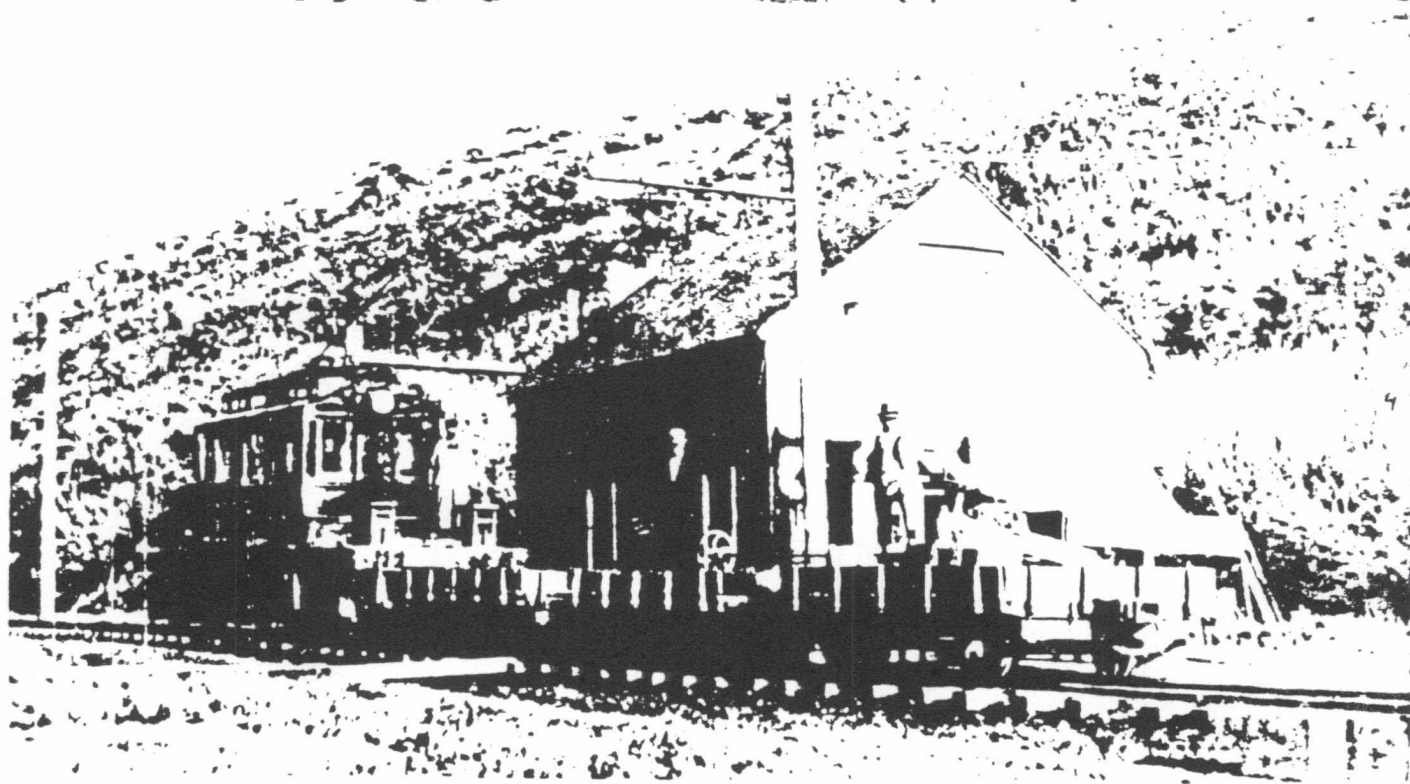
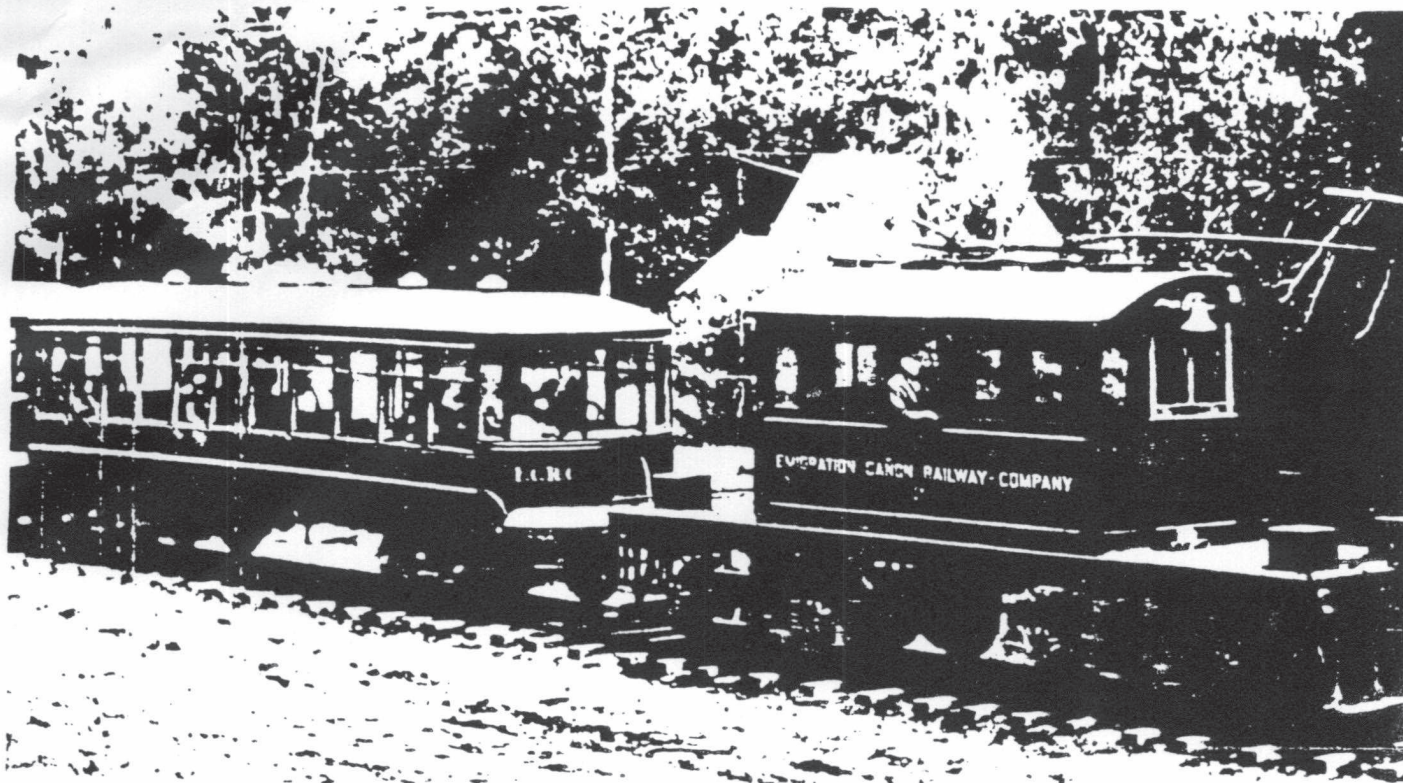
David Freed has just added a few beauties to his vast collection! A G.E. Richardson, from Minalla, Utah, good for 5¢ in trade, and several scarce Fillmore pieces.

Next time you see Frank Sommer, he may be wearing a plaster shoe! He broke his foot on April 14th when he dropped a man-whole cover on it! He said that he had to choose between dropping it on his foot, or cutting off a couple of fingers! Frank, we all hope you heal quickly so that you can join us on our digs! We really appreciate the fine job you do for the club as Treasurer. What would we do without you and your cute sense of humor?

Harold and I spent a nice evening with two thoroughly delightful people, Harry and Afton Campbell. He took some rubbings from Harold's collection and we had a nice visit. Harry hopes to have his revised and updated Token book on bookstore shelves by the fall of this year. From what he told us, it will be chuck full of fascinating articles and stories from the past. I, for one, can hardly wait!!

Bruce Robinson, his son Wayne, and Harold Franke, spent a day digging at an old salt works ruin outside Grantsville. They came home with a few wheat pennies, a tax token, and five-year-old Wayne treasures an old cap pistol, he found lying in the sagebrush.

EMIGRATION CANYON



(Top) Locomotive #2 hauling "Uinta" and "Tintic" at Kenyon in 1913. (FF)

(Below) Locomotive #1 and work train at Substation about 1910. (FF)

EMIGRATION CANYON RAILROAD

The historic flight of the Mormons from Nauvoo, Illinois, to the site of Salt Lake City is too well known to dwell upon here. Suffice it to say that the epic migration westward—"Where we can build a city in a day, and have a government of our own, get up into the mountains where the Devil cannot dig us out, and live in a healthy climate, where we can live as old as we have mind to"—came to a successful conclusion on July 21, 1847. On that day the advance party pushed through a steep canyon and entered Salt Lake Valley. On July 24, the main body of the Mormons entered the valley and the date has ever since been celebrated as "Pioneer Day," Utah's outstanding holiday.

In the close of that year passengers rode up to Pinecrest in perfect comfort. A lodge was built at Pinecrest to accommodate the mountaineers, and quite soon summer cottages began springing up all through the canyon. The novelty of riding "real electric cars" deep into the cool canyon which had first captured the imagination of Mormon and gent alike soon resolved into a more realistic attitude: here was dependable transportation to a very desirable vacation and business area. Little wonder business soared!

Additional passenger equipment took the form of two closed trailers and two closed motor cars, all named instead of numbered, in keeping with the company's policy.

high—higher by more than half a mile to Zion. Passenger trains backed out of this branch to Point Lookout for a portion of the wide valley below. Fortunately, intervening ridges put a "barrier" of the view, but even so the trip was a "must." This branch continued upward for another mile above Point Lookout, but the company considered it too steep for the operation of passenger trains.

The worst enemy of ECRR was, of course, winter. While the sun shone warmly, was lovely passenger and freight ran on schedule with full loads. But winter snowfall buried the rails hope deep and service had to be suspended the spring thaw. Sometimes the first of the season cautiously moved its way up the canyon as early as February.

ECRR kept pretty much to itself like other electric and steam roads were concerned. Aside from the UL&T, the only other intercompany was with the Pacific—and this was with only a streetcar company's truckage. At no time did ECRR have working agreements with Bamberger (SL&O), and of course it was not then electrified. ECRR electric engines were occasionally seen hauling supplies and materials through Salt Lake from the UP interchange on the north side of the city, and we have a record of one of UL&T's wreckers being dispatched into the canyon to pull the wreckage of Bamberger baggage trailer (short steep up from the bottom of the canyon).

It is also on record that ECRR seriously considered joining with SL&O in the Union Station project; at the same time ECRR was reportedly considering extending its road to East Mill Creek or Cottonwood Canyon. Neither project was successful in gaining official approval.

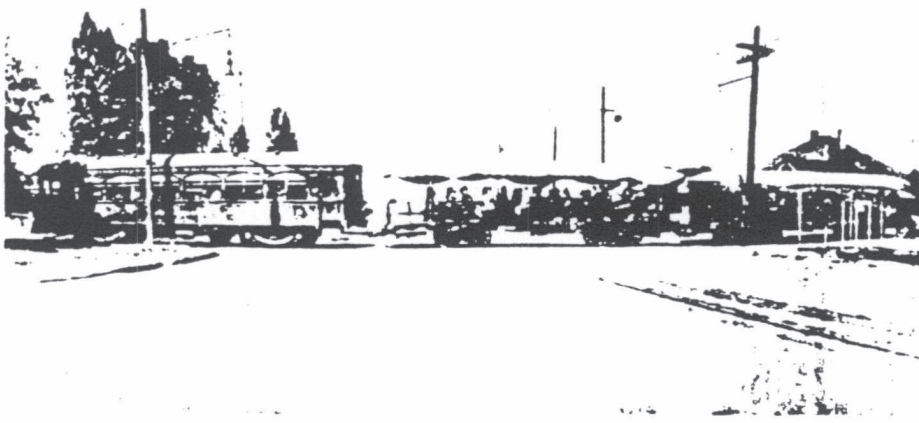
What, then, brought about the demise of this seemingly prosperous company? The technological advance was responsible: the production of concrete as a foundation for buildings revolutionized construction methods and ECRR was left with a negligible freight business. The passenger revenue was insufficient to keep the company afloat and so must be recorded the fact that 1916 was the last year for ECRR. Evidently the management was optimistic in the very end, for some rather expensive work was done during the winter of 1916-17 changing the controls on the motor cars.

The dismantling of the ECRR was not helped by the removal of even the spikes to help the nation's war effort. The rails and a locomotive also were pieced in for alleviation of the emergency: they were the Tacoma Municipal Railway in Wash. where they hauled war workers to the yards for many months. All were gone in the first of two major carhouse fires at Tacoma, about 1918. The more than fifty flat cars were scrapped, and the final fate of the ECRR management was to divide between the officials the company's real property: four battered old shovels.

STATION LIST: The following is a list of stations as they might have appeared on an ECRR timetable (times were conspicuous by their absence):

Hotel Utah	Killions
Mt. Olivet	Dale (Switch)
7th South (Siding)	Hillside (")
9th South (Siding)	White Quarry
Wagner Brewery (Siding)	White Quarry
Stone Crusher (Spur)	Point Lookout
Pioneer (Siding)	White Quarry
Kewin Grove	Red Quarry (")
Transformer (S.S. Siding)	Pinecrest (")
Little Mountain	

* The 9th South Siding was created by using a track over the corner of the City Reserve, leaving the old sharp curve as a siding. SS Substation.



Motor "Pinecrest" is seen here hauling the two moonlight trailers ("Wasatch" & "Oquirrh") in 1915; train is outbound at 5th & University. (GK)

That steep, often narrow, canyon which served the Mormons as the entrance to the future City of Zion was named, appropriately enough, "Emigration Canyon," and from its rocky walls came most of the rock and sandstone which built Zion.

By 1907 the task of transporting this heavy material in sufficient quantity to alleviate the growing pains of the city and its satellite towns was recognized to have outgrown the slow, inefficient frate wagons. The Mormon Church solved the problem by constructing an electric railway deep into Emigration Canyon.

Construction got under way that year, and was pushed through to Pinecrest, about fourteen miles distant from Salt Lake, by the time winter hit. The Emigration Canyon Railroad was a reality.

The nerve center of the road was at the intersection of Fifth South & University Ave. in Salt Lake. There the little rock trains transferred their cargo to waiting wagons, and there were located the storage yard and repair shops.

Cars of these rock trains were of the single-truck, flat type—possibly rebuilt from retired streetcars of the Utah Light & Traction Company (records fail to show any light on their origin). Two electric locomotives were in service from the beginning: Nos. 1 and 2. Both definitely were home-built. #1 was extraordinary in appearance; a double-truck motorized flat was surmounted by the body of an old UL&T closed city car. Only other rolling stock was the line car—a single-truck closed car, also obtained from UL&T.

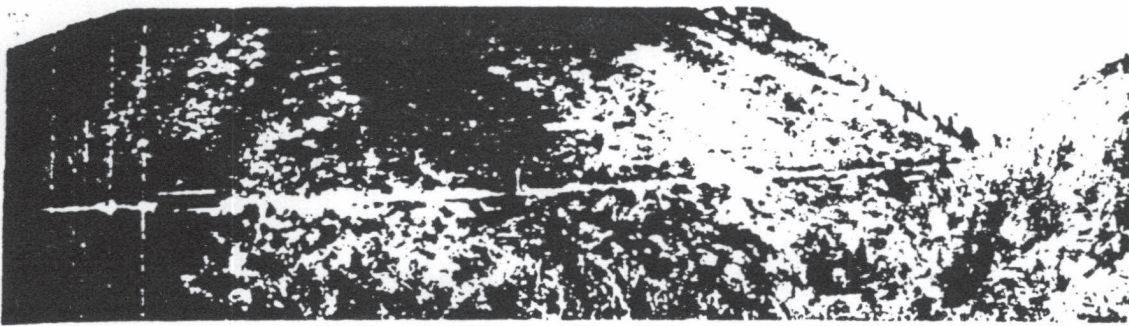
The company soon realized that it was overlooking a profitable source of additional revenue in not operating passenger trains. In 1909 four passenger cars were ordered (two motors, two trailers) and by

Most of the company's passenger trains originated at the yards at 5th South and University. However, some schedules ran over UL&T tracks to the heart of the city at South Temple & Main Streets, in front of the Hotel Utah. The company failed to be overly enthusiastic about operating its trains into downtown Salt Lake; first, there were the operational problems which confronted anyone seeking to run trains of as many as six cars throughout areas of heavy traffic density; second, UL&T tapped ECRR's for each passenger transported on its truckage. Nevertheless, it must have been quite a sight to behold six car trains loaded with vacationers winding up and down the main streets of Zion.

From the Hotel Utah, ECRR trains ran east on South Temple to State St., south on State to Second South, east to Tenth East, south to Fifth South, and east to the yards at University Ave. After UL&T abandoned its truckage on Second South and Tenth East, ECRR trains were rerouted via First South and 15th East (where the city's last streetcar ran until 1945).

The route from the yard into the canyon and up to Pinecrest Lodge must have been somewhat exciting, to say the least. From the yard the route continued for four city blocks, then made a sharp turn to the left and ran for more than two miles on a tangent toward the Wagner Brewery, located at the mouth of the canyon. Upon entering the canyon proper, rails wound their tortuous way into the labyrinth—crossing and recrossing the stream no less than sixteen times before arriving at one of the two switchbacks required to gain necessary elevation; at this point the grade was 5 1/2%. The last mile to Pinecrest Lodge boasted a constant 8 1/2% grade!

At a point about a mile before reaching the lodge, a branch line switched back, up and around a ridge some seven thousand feet



(Top) "Pincrest" or "Washakie" deep in Emigration Canyon.
(Far Right) #1 opens the road in the spring; note deeply tilted motor.
(Lower Right) "Red Butte" (open for a close-up; note Brill motor).

ROSTER:	Car	Type	Builder	Year	Length	Trucks	Roof	Motor
	Planet-#1	1	ECRR	1907	---	Bald.	Deck	1 1913
	--- #2	1	"	"	---	"	"	2 1917
	Red Butte	2	Danville	1909	40'6"	Brill	Railroad	"
	Wanship	2	"	"	"	"	"	"
	Wasatch	3	"	"	43'5"	---	Canvas	"
	Oquirre	3	"	"	"	---	"	"
	Uintah	4	American	1910	37'0"	Brill	Arch	"
	Tintic	4	"	"	"	"	"	"
	Pincrest	2	Niles	1913	47'0"	Bald.	"	"
	Washakie	2	"	"	"	"	"	"
	Pioneer	5	---	---	---	---	Deck	D 1917

NOTES ON CARS:

Planet: Originally designated #1. It was scrapped in 1913, with trucks, motors and controls going into Washakie.

#2: An improved version of #1. Later received larger cab with room for a freight compartment. Was renumbered #1 in 1913. Sold to Tacoma in 1917.

Red Butte: These two passenger motors had triple-arch windows, bodies of wood.

Wasatch: Open, double-truck trailers with wood cross seats, a canvas roof supported by a pipe framework, end-entrance, and high platforms.

Uintah: Closed trailers, center entrance. Very similar to Denver trailers. Had 48 seats, weighed but 9,000 lbs. Brill 57-D trucks (4'6"), 33" wheels 7'4" wide, 10'11" high. Upper sashes were stationary, lower sashes dropped into wall pockets. The single wide center entrance (8'2" wide) was protected by heavy curtains of duck. Had both hand and air brakes.

Pincrest: Closed passenger motors. Had a total weight of 58,000 lbs. of which the car body accounted for 24,000 lbs. Baldwin 78-22-A trucks, Westinghouse AMM brakes, Westinghouse Q3-A2 motors, HL control, 48 seats (rattan). The body featured steel sheathing, 5'6" vestibules, 9'0" width, with oak interior finish. Pincrest was entirely new, but Washakie received trucks, motors and controls from Planet.

Pioneer: Old Salt Lake single-truck closed streetcar, converted by ECRR into its line car. Scrapped in 1917.

- Type:**
- 1 - Locomotive
 - 2 - Closed Passenger Motor
 - 3 - Open Passenger Trailer
 - 4 - Closed Passenger Trailer
 - 5 - Line Car

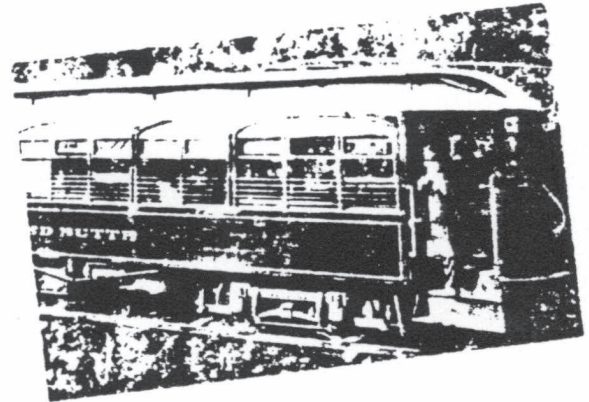
D: Dismantled
S: Sold (to Tacoma)

ROLLING STOCK: The cars and locomotives of ECRR were obtained in four distinct lots. First, the original engines and attendant single-truck flat cars; next, the 1909 order of four passenger cars; 1910 saw two passenger trailers added to the roster; the final order came in 1913 when the two big passenger cars were obtained. We have little information on other freight cars other than that fifty flats were on hand at time of dissolution, and the Journal lists four 20'9 1/2" gondolas purchased in 1908. How reliable the Journal is in respect to ECRR is problematical; in both 1909 and 1910 it lists ECRR as ordering Baldwin steepie-cab locomotives, neither of which ever appeared on the property.

Common to all cars: Van Dorn 3/4 couplers, four motors (except Pioneer and trailers), air brakes (except Pioneer), no train doors, Pullman green with gold trim on exteriors except #1 and #2 which were black.

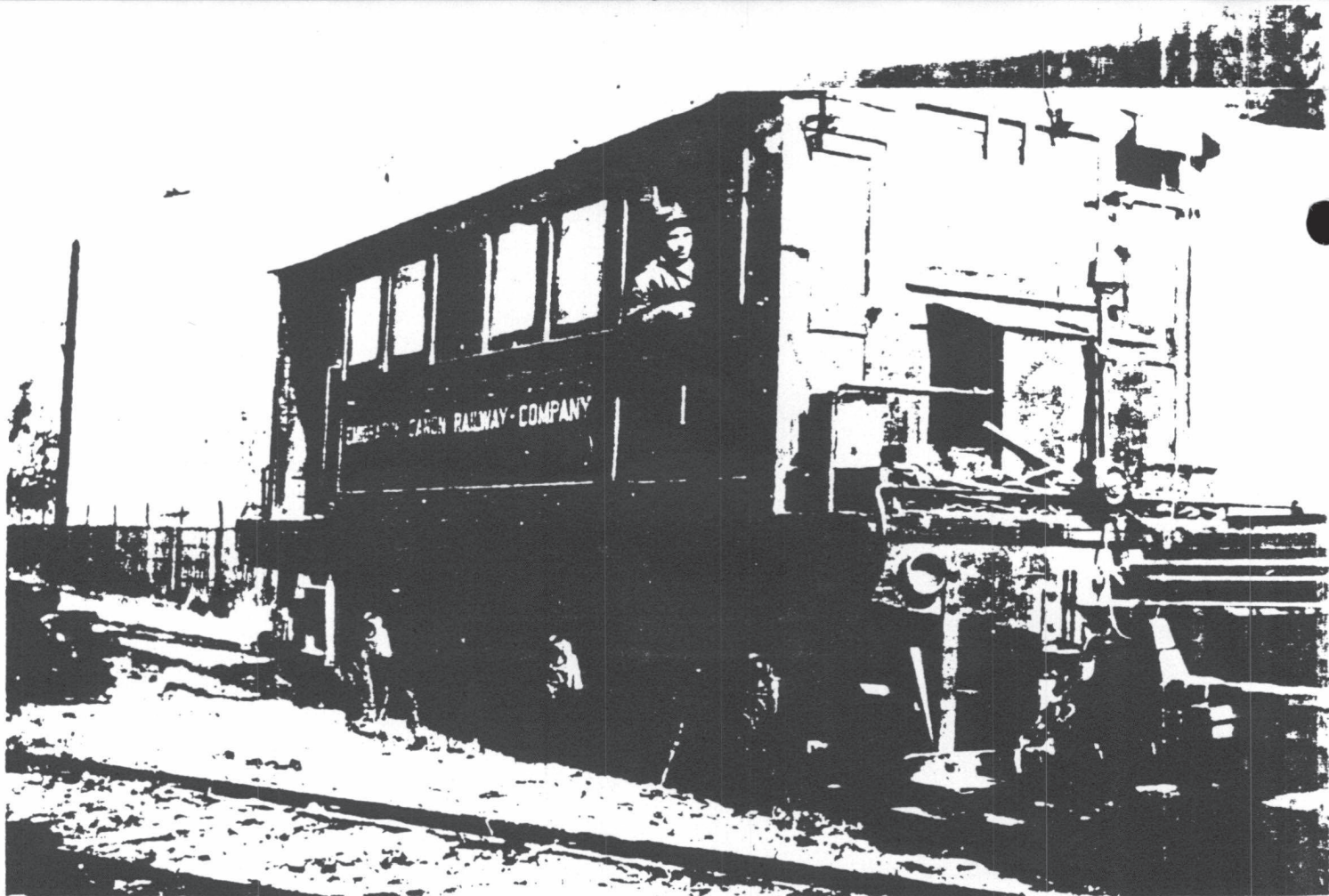
(Right) "Wanship" at Pincrest.

(Below) A derailment being uncoupled by #1 and "Pioneer" in 1913. All photos on this page from Fred Howarth.



John A. Dodge recalls that Washington (DC) Railway & Electric's 535-549 (later 905-913) were very similar to ECRR's "Red Butte" and "Wanship." Mr. Dodge recalls that after their arrival in Tacoma, the ECRR motors became Tacoma 1-4, while the trailers became 51-54; they were painted orange.





The descriptive "box cab" appellation could well have been coined for Emigration Canyon Railway's freight motor No. 1---as square as square can be. In the cab, Mr. Ike Maxwell, long time employee of the road. Photo dates from 1916. (FF)

A special thanks goes out to Phil Lavorgna for supplying us with this very interesting article about the Emigration Canyon Railway. The railway passes at the bottom of the page, are part of Bruce Robinson's collection.





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11th Annual



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